



# We Do Not Need a Brass Band But Don't Forget That GINTER PARK

is THE place to SAFELY INVEST, and that an easy way to MAKE MONEY is to BUY A LOT at PRESENT LOW PRICES. They will advance steadily in value. GINTER PARK is the ideal place for your home. It has an air of refinement, coupled with such up-to-date improvements as superb macadamized avenues, beautiful shade trees and hedges, finest of drinking water from artesian wells, perfect sewerage and drainage, and good trolley service to all parts of Richmond for one fare. Eight fine residences now building. One day's delay, may prevent your securing the Lot YOU want and have "thought about." Call or write for a map.

## Lewis Ginter Land and Improvement Company,

T. F. JEFFRESS, President.

921 Mutual Building.

Telephone 1057.

### REAL ESTATE—For Sale.

## Opportunity to Purchase Real Bargains

AN ATTRACTIVE FARM of seventy-two (72) acres. Fronts on good turnpike. A substantial dwelling containing seven rooms, also a good barn and outbuildings. Thirty-two (32) acres of good pine timber, forty acres of cleared land. This farm is only eleven miles from city and one mile from railroad station. Price, \$1,500.

A GREAT BARGAIN in a suburban farm of twenty-eight (28) acres, only three hundred yards from new electric line, also near Lakeside. Long frontage on turnpike. Old-fashioned dwelling contains six rooms. Twenty-five acres of good, cultivated land. Price, \$2,000.

A BAPTIST SHAKEDOWN.—One hundred and forty-eight (148) acres of timbered land, directly on the James, only a few miles below Richmond. Land and timber, \$1,480.

THE VERY BEST bargain near Richmond. A very heavily timbered tract of one hundred and one and one-half (101½) acres. Eleven (11) miles from city. Railroad runs through timber; station within one-half mile. Price for timber and land, \$2,000.

A METHODIST BLESSING.—A farm of eighty-two (82) acres, about fifty acres cleared; small dwelling. Good frontage on public road. Only eight miles from city. Bold stream meanders through farm. Price, \$600.

J. H. CHAFFIN, Land Agent,

1013 EAST MAIN STREET (Opposite Post-Office), RICHMOND, VA.

## FOR SALE

Thirty-five acres, one-half mile from railroad station and half hour's drive from city. Small dwelling, kitchen, barn, orchard and vineyard. Neat and cheap; only \$1,300.

New frame dwelling, six rooms and halls; large, well shaded grounds; fine for poultry. A pleasant home; cheaper than renting. Price, \$1,250.

Two and a half acres, ten-room dwelling, barn, poultry houses, orchard, vineyard, &c. On electric line. Nice home and good investment. Price, \$2,500.

Largest and most select list of properties in Virginia. Free catalogue.

MONEY

to lend on Country and City Real Estate.

R. B. Chaffin & Co., Inc.,

1111 EAST MAIN STREET.

### REAL ESTATE—For Rent.

#### FOR RENT.

201 East Franklin, corner Second; very handsome, new second floor flat, modern improvements and furnace heat; possession October 1st.

1011 West Grace, three-story modern brick dwelling, with brick stable.

West Avenue Residence, new and very stylish brick dwelling, every convenience and heated with furnace; possession October 1st.

517 North Seventh, very stylish, 9-room brick; possession September 15th.

620 North Tenth, three-story modern brick; rent low; possession September 1st.

Call for one of our new rent lists, containing many desirable dwellings for rent.

SUTTON & CO.

#### FOR RENT.

\$270 PER ANNUM. A Splendid House, containing 7 rooms and reception hall; modern conveniences; hot and cold water; porcelain bath; front and rear stairways; beautiful porches; good location. Lot 90x125. Can be seen by appointment.

Garrison & Redwood, 917 Bank Street.

#### TO LET.

Large Brick Dwelling, 3007 Libby Hill Park; possession September 1st; \$300 per annum.

Nice Brick Dwelling, 228 North Thirty-second Street; \$240 per annum.

Frame Dwelling, 517 North Sixth Street; possession September 1st; \$300 per annum.

Frame Dwelling, No. 925 North Twenty-sixth Street; possession August 20th; \$130 per annum.

Brick Dwelling, 16 South Adams Street; possession at once; \$330 per annum.

Edward S. Rose Co., Real Estate and Loans, No. 11 North Eleventh Street.

#### FOR RENT.

MODERN THREE-STORY, Grove Avenue, Brick, 12 rooms, furnace, etc.

J. Thompson Brown & Co.

#### FOR RENT.

2308 Floyd Ave., 8 rooms.....\$350 00  
401 W. Marshall St., 1 room.....\$70 00  
412 W. Clay St., 9 rooms.....\$400 00  
16 E. Main St., 11 rooms.....\$600 00  
224 S. Third St., 8 rooms.....\$600 00  
207 E. Franklin (third floor).....\$300 00  
10 S. First St., 9 rooms.....\$300 00  
16 S. Second St., 7 rooms.....\$300 00  
204 E. Marshall St., 9 rooms.....\$400 00  
12 Reservoir St., 8 rooms.....\$400 00  
514 W. Marshall St., 7 rooms.....\$270 00  
1014 Grove Ave., 10 rooms.....\$420 00  
812 E. Clay St., 10 rooms.....\$450 00

Doctors' Offices.

114 W. Grace Street.....\$300 00  
207 E. Franklin Street.....\$300 00  
J. D. Carneal & Son, 1106 E. Main Street.

#### FOR RENT.

Broad Street Store, with dwelling above, No. 123, between First and Second Streets; will be remodeled with new front to suit tenant.

SUTTON & CO.

#### FOR RENT.

THE FOLLOWING

Desirable Dwellings:

\$450 per ann.—No. 1115 W. Main St.; \$420 per ann.—No. 900 S. Fourth St.; first flat.

\$420 per ann.—No. 215 E. Main St.; \$400 per ann.—No. 22 S. First St.; \$375 per ann.—No. 1923 Ivy St.; \$350 per ann.—No. 503 N. Sixth St.; \$350 per ann.—No. 501 E. Leigh St.; \$340 per ann.—No. 515 Graham St.; \$340 per ann.—No. 2210 1-2 E. Grace St.; \$340 per ann.—No. 314 N. 23d St.; \$338 per ann.—No. 213 W. Clay St.; \$325 per ann.—No. 503 N. 26th St.

and others. Call for new Rent List now being printed.

J. B. ELAM & CO., No. 1113 E. Main St.

### SUMMER RESORTS.

For Summer Outing, Go to Wachapreague, Va.

Natural advantages similar to Cobb's Island. The place for excellent Surf Bathing, Fishing, Shooting, Power and Sail Boats, Excursions, Hay Rides, Buggy Drives, etc.

Modern conveniences, such as private and public bath, 1,084 square feet three-story verandas. Best possible ventilation in bed-rooms and dining-room. We appeal to the common sense of the wisest people, who wish to keep cool during the summer.

At least one-third of the Virginia people who visit the seashore would appreciate the many advantages of Wachapreague.

Inducements to applicants of five or over in parties.

If any doubt as to the advantages, send a man to investigate, and if not as represented, traveling expenses will be refunded.

For booklet, apply to H. G. MEARS, Wachapreague, Va.

Cooled by Bay Breezes

THE HEALTHIEST RESORT IN VIRGINIA.

BUCKROE BEACH HOTEL

Write for terms and full particulars.

The Rosselot Cottage,

OCEAN VIEW, VA.

On water front, near hotel. Large rooms. Fine table. Free boating, fishing and bathing.

Rates: \$7.00 to \$10.00 per week. Engage rooms now.

Terminal Hotel

West Point, Va.

Special rates.

Write for booklet, etc.

Rockbridge Alum Springs

In the Mountains of Virginia. Elevation 2,000 feet. Chateaufort and Alum Water unsurpassed.

Culinary excellence. Crater, Golf Links, Tennis, if you want your summer outing to count for health and pleasure, come to Rockbridge Alum Springs.

For information, write Mrs. ROSA E. YOUNG, Proprietor, Rockbridge Alum Springs, Va. Take West-bound Chesapeake and Ohio train.

Pine Beach Hotel

Pine Beach, Virginia.

Twenty minutes by trolley from Norfolk. Virginia's newest, finest, coolest, healthiest resort. Hotel combines every known comfort and convenience. Unexcelled cuisine and service. Salt water on three sides. Park of pines in rear. Purest drinking water. Bathing. Fishing. Fine Tennis. Quail, Golf. Fine Orchestra; 2,000 feet of boardwalk along shore. Write for booklet.

Wm. C. ROYER, Manager.

The Fitzhugh Cottage,

VIRGINIA BEACH, VA.

Will offer special rates for August and September. For all information, address Mrs. L. E. FRANK, dress.

BRUNSWICK INN,

WAYNESBORO, VA.

Accessibility, Climate, Scenery, Health-Giving Waters.

WRITE FOR BOOKLET.

The Wiltshire,

Atlantic City, N. J.

Open all the year. Write for booklet.

E. S. PHOEBUS.

WANTED, WHITE GIRLS

BEGINNERS PAID WHILE LEARNING.

Address ALLEN & GINTER BRANCH, Richmond, Va.

## SAVING DOLLARS FOR PRODUCERS' POCKETS

What Uncle Sam Has Gained Through Improvement of Waterways—The Opinion of a Prominent Member of the House Committee on Rivers and Harbors.

(Special to The Times-Dispatch.)

WASHINGTON, August 11.—An investment yielding a return of six dollars for every one invested seems a business proposition that if guaranteed beyond peradventure of failure would find ready takers. Yet "Uncle Sam," as the business man thought he is on occasion, is accused of persistently refusing to take full advantage of just this proposition.

To a degree he has enjoyed its benefits. His experience in a limited fashion, indeed, it is argued, has itself proved the accuracy of claims made in its behalf.

"After a careful study of the subject, I am convinced that water routes under favorable conditions are only one-sixth as high as those by rail, and that every dollar prudently expended in improving and perfecting the navigation of our waters will save six dollars per annum to the people in reduced rates," says an authority, Representative Joseph E. Ransdell, of Louisiana, a member of the House Committee on Rivers and Harbors, and chairman of the Executive Committee of the National Rivers and Harbors Congress, Mr. Ransdell and the members of his organization, which includes commercial associations in some thirty-four States, and the Union, hold that our Government has failed signally to profit as it might from this situation, and they are endeavoring to awaken the nation to the value of its neglected treasure in water transportation, to the end that a realization of the great returns that will induce the people to demand of Congress an annual River and Harbor bill of at least \$50,000,000.

That a dollar saved in the cost of transportation is a dollar in the pocket of the producer, has become an axiom of the economics of trade. Here are a few of the cases cited by the advocates of increased appropriations for rivers and harbors, in which stupendous sums have been annually put into the pockets of the American farmer, in the cost of an imperfect development of the country's resources in this direction.

Some thirty-five years ago the cost of transporting a bushel of wheat from Chicago to New York was \$2.10, at the same time by way of the Lakes and Erie Canal, and 45.10 cents by rail.

To-day it is 6.25 cents by water and 10.60 cents by rail. The present water rate, in other words, is only about one-sixth and the rail rate less than one-fourth of that which prevailed in the fourth decade of the last century.

Before the great improvement of lake navigation, notably the establishment of a waterway, twenty-one feet deep at its shallowest part, from Duluth and Chicago to Buffalo, there is said to have been the farmer of the West, this saved to him the cost of transport, but who still ships his grain via New York, from twenty-five to thirty cents per bushel over the cost of transport.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

While it is true that the cost of transportation by water is less than that by rail, the advocates of rivers and harbors improvement will tell you that in the case of both rail and water rates the result of the bettering of the facilities for lake traffic, as water transportation by competing with rail traffic regulates the cost of the latter.

of its waterways. To-day that country is without debt, the richest country in money per capita in the world. Antwerp's budget for this year calls for fifty millions of dollars for the improvement of her harbor. Hamburg and Rotterdam, with Antwerp, as the direct result of expenditures surpassing those made for river and harbor improvements for our entire country, are threatening London's supremacy as ports. To the excellence of the internal waterways of Germany is ascribed much of her recent marvelous industrial progress.

What is promised at Antwerp shows by comparison how small is the allowance made annually in this country for rivers and harbors. For the past ten years the average annual appropriations for fortifications have been something like \$3,000,000; for rivers and harbors, \$1,250,000; for legislative, executive, and judicial expenditures, \$24,700,000; for the navy, \$86,900,000; for the army, \$69,800,000; for the post-office service, \$12,500,000; for pensions, \$148,200,000—an annual total for the seven items of about \$468,000,000. Of this amount, the rivers and harbors which serve the national commerce received 4 per cent. The appropriations, moreover, have been made in a desultory fashion once every two or three years, with consequent disadvantages in the prosecution of projects.

Others Show Methods; We Show Results.

Watch this column for new testimonials daily as to the CURES effected by the Mecklenburg Mineral Waters, Chase City, Va.

Testimonial from one of the leading dentists in North Carolina: "I can testify to the CURE effected by the Mecklenburg Mineral Waters, Chase City, Va., Jan. 20, 1904."

Mecklenburg Mineral Springs Co., Chase City, Va.

Gentlemen,—In July last I was very much rundown in health from a very severe attack of intestinal indigestion. I could not digest anything. After trying a number of remedies without any benefit, I went to The Mecklenburg, at Chase City, Va., and drank the Calcium Chloride Water for six weeks, returning home completely cured, my blood thoroughly purified. Can now eat anything without hurting me, and weigh more than I ever did in my life.

Yours very truly, D. E. EVERITT.

TWO TRAINS TO LYNCHBURG, VIA C. & O., JAMES RIVER LINE.

Pulling Slower to Lynchburg, Natural Bridge Station and Clifton Forge.

Chesapeake and Ohio train leaving Richmond at 5:15 P. M., daily except Sunday, via James River Line, carries through sleeper, to Lynchburg, Natural Bridge and Clifton Forge, arriving Lynchburg and Clifton Forge at 7:10 A. M., and Clifton Forge 9 A. M. Returning, sleeper will arrive Richmond 8:40 A. M., daily except Sunday. Sleeper open for occupancy at Lynchburg 9:30 P. M.

Daily train leaves Richmond for Lynchburg and Natural Bridge at 10:20 A. M., with parlor car.

NATURAL BRIDGE EXCURSION VIA C. & O. RAILWAY, THURSDAY, AUGUST 16TH.

5:45 ROUND TRIP. FIVE DAYS AT THE BRIDGE.

Tickets sold for train leaving Richmond at 10:20 A. M. Thursday, August 16th, including transfer between station and the hotel. Good returning on all regular trains not later than Tuesday, August 21st.

A delightful outing to this well-known natural wonder and charming resort.

PATENTS GUARANTEED.

Patents secured or fee returned. Send model or sketch for free opinion as to patentability. Send for illustrated Guide Book. Contains 100 mechanical movements and LIST OF INVENTIONS AND SELL PATENTS. Full particulars of NEW TRADE-MARK LAW, COPYRIGHTS, etc. Patent secured free in World's Progress. Sample copy free.

EVENS, WILKSEN & CO., Reg. Patent Attorneys, 615 F Street, Washington, D. C.

Room 13, Chamber of Commerce Building.

The Confederate Museum

Twelfth and Clay Streets. Open daily from 9 A. M. to 5 P. M. Admission, 5 cents. Free on Sundays.